

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "POWAN," 2,338 " " G. F. Morrison, R.M.R.
 "FATSHAN," 2,460 " " R. D. Thomas.
 "HANKOW," 3,073 " " G. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD. CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain W. A. Valentine.
 "NANNING," 599 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yuanki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

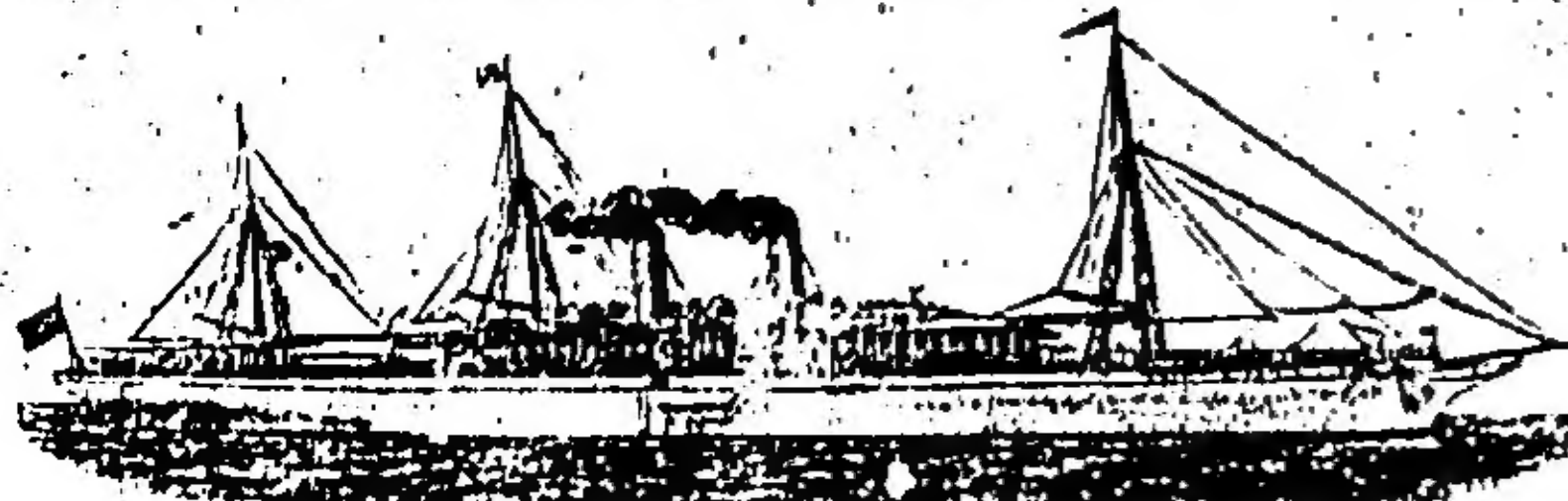
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Wanchow, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th January, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 1 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	2,440	WEDNESDAY, Jan. 24	Feb. 17
"EMPRESS OF INDIA"	6,000	WEDNESDAY, Feb. 7	Feb. 28
"TARTAR"	4,425	WEDNESDAY, Feb. 21	Mar. 17
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, Mar. 7	Mar. 28
"EMPRESS OF CHINA"	6,000	WEDNESDAY, Mar. 28	April 18

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S ATLANTIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamer, and 1st Class Rail £40. £42.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. E. BROWN, General Agent,
 Hongkong, 10th January, 1906. Corner Peddar Street and Praya, opposite Blake's Pier. [13]

HAMBURG-AMERIKA LINIE. OBTABLAGER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COFENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMERICA	HAVRE and HAMBURG.	17th Jan. Freight.
Winnenberg	(Calling at S'PORE, PENANG & COLOMBO.)	24th Jan. Freight.
BRISGAVIA	HAVRE, BREMEN and HAMBURG.	31st Jan. Freight.
Russ	(Calling at S'PORE, PENANG & COLOMBO.)	10th Feb. Freight and Passengers.
ALESIA	HAMBURG and STETTIN.	21st Feb. Freight.
Linburg	(Calling at S'PORE, PENANG & COLOMBO.)	7th March Freight.
RHEINIA	HAVRE and HAMBURG.	21st March Freight and Passengers.
Spezia	(Calling at S'PORE, PENANG & COLOMBO.)	4th April Freight.
Porcellus	HAVRE and HAMBURG.	15th Jan. Freight.
SAMBIA	(Calling at S'PORE, PENANG & COLOMBO.)	21st March Freight and Passengers.
Ehlers	HAVRE and HAMBURG.	4th April Freight.
SCANDIA	(Calling at S'PORE, PENANG & COLOMBO.)	15th Jan. Freight.
v. Dohren	HAVRE and HAMBURG.	21st March Freight and Passengers.
SILESIA	(Calling at S'PORE, PENANG & COLOMBO.)	15th Jan. Freight.
Babel	FOR ODESSA (DIRECT).	21st March Freight and Passengers.
ANDALUSIA	(Calling at S'PORE, PENANG & COLOMBO.)	15th Jan. Freight.
Filler	(Calling at SINGAPORE and COLOMBO.)	21st March Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings.

Hongkong, 10th January, 1906.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
 For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEK, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 Also
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
BAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
OLDENBURG	WEDNESDAY, 18th July.

ON WEDNESDAY, the 17th day of January, 1906, at Noon, the Steamship GNEISENAU, Capt. Bolte, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 15th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 16th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERT-SHORE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,301	TUESDAY, 6th February.
WILLEHAD	4,761	TUESDAY, 6th March.
PRINZ WALDEMAR	3,227	TUESDAY, 3rd April.

ON TUESDAY, the 6th February, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS. EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

For STEAMER ABOUT
 YOKOHAMA & KOBE PRINZ SIGISMUND TUESDAY, 16th Jan.
 SHANGHAI, NAGASAKI, PREUSSEN WEDNESDAY, 17th Jan.
 KOBE & YOKOHAMA ZIETEN WEDNESDAY, 31st Jan.
 SHANGHAI, NAGASAKI, ZIETEN WEDNESDAY, 31st Jan.
 KOBE & YOKOHAMA ZIETEN WEDNESDAY, 31st Jan.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 10th January, 1906.

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAU-KONG LINES.

S.S. "TAK HING."
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUHHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905

JAVA-CHINA-JAPAN LIJN. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH	JAPAN	First half January	JAVA PORTS	First half January
TJILIWONG	JAVA	First half January	JAPAN VIA SHANGHAI	Second half January
TJILATJAP	JAVA	Second half January	JAPAN VIA SHANGHAI	First half February
TJIPANAS	JAPAN	Second half January	JAVA PORTS	First half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to THE HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor,
 Hongkong, 23rd December, 1905.

Dentistry.

Dr. M. H. CHAUN,
 THE LATEST METHOD of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, DES VOUX ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1904.

TSIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'AGUIAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 10th July, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A 1, and Watkins.

Yokohama, May 23rd, 1905.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON
 TAKING PASSENGERS ALSO FOR:
 COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
 THROUGH TICKETS ISSUED TO NEW YORK.

Steamers	Leave	Connecting Steamers from	Due at
COLOMBO	HONGKONG	MARSEILLES & LONDON	PLYMOUTH (London)
			2 days earlier, 1 day later.

Tons.	Noon, Saturday.	Tons.	Saturday.	Friday.	
ARCADIA	7,000	Feb. 10	BRITANNIA	7,000	Mar. 10
DELHI	8,000	Feb. 24	MOLDAVIA	10,000	Mar. 24
DONGOLA	8,000	Mar. 10	MONGOLIA	10,000	Apr. 7
DELTA	8,000	Mar. 24	MOULTAN	10,000	Apr. 21
OCEANA	7,000	Apr. 7	MARMORA	10,500	May 5

Tons.	April 21	Tons.	May 30	May 26	
ARCADIA	7,000	April 21	VICTORIA	7,000	May 30
DEVANHA	8,000	May 5	HIMALAYA	7,000	June 3
DELHI	8,000	May 19	INDIA	8,000	June 17

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG	ABOUT	DUKE AT LONDON
JAPAN	4,500	Feb. 14	Mar. 31	
SUMATRA	5,000	Feb. 28	Apr. 14	
NUBIA	6,000	Mar. 14	Apr. 28	
JAVA	4,500	Mar. 28	May 12	
FORMOSA	4,500	April 11	May 26	

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles. "SUMATRA" and "NUBIA" call at MARSEILLES.

"JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 5th January, 1906.

[1]



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 565, Nanjing Road.
 Hongkong, 27th November, 1905.

Hotels.

CONNAUGHT HOTEL.
 HONGKONG.
 Telephone: No. 170.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICE and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Flush Water Lavatories. Excellent Cuisine and Wines. Hot and Cold Water Baths and Shower Baths. Under European Management. Launch Service for Gue's.

Hongkong, 16th June, 1905.

[2]

VICTORIA HOTEL, SHAMEEN, CANTON, ON THE BRITISH CONCESSION.

MACAO HOTEL, MACAO, CHINA, IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

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Intimations.



E

BLEND.

VERY OLD
LIQUEUR

SCOTCH

WHISKY.

Per Dozen -- \$16.50.

A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT
MERCHANTS,
ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

CHAMPAGNES

PERINET

AND

FILS.

RHEIMS-CHAMPAGNE.

MODERATE IN PRICE, AND

ABSOLUTELY

GRAND VINS.

Hongkong, 27th July, 1905.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is acknowledged to messenger. (On special order by post an additional \$1.80 per quarter is charged for postage.)

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

At Singapore, on New Year's day, the wife of E. F. H. EDWIN, of a son.

MARRIAGE.

On 27th December at Singapore, WILLIAM J. L. COPE, B. N. Barrow, to EMILY LAURA, younger daughter of the late J. Nimmo Wardrop of Brighthelm, B. N.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 10, 1906.

THE HEALTH OF HONGKONG.

On receipt of news from our correspondent in Canton that small-pox had broken out in that congested city, we urged the Sanitary Board to adopt stringent measures to prevent the entrance of this disease into this Colony, as far as they possibly could. But Canton is in constant communication with Hongkong, so that even if the Sanitary officials exerted themselves to the uttermost in the endeavour to exclude the disease, there were always a hundred and one channels through which contagion might be carried, despite the vigilance of the preventive guard. It came, therefore, as something in the nature of a shock when the President of the Sanitary Board at a meeting held a few days later informed the public that the supply of vaccine in the Colony had become exhausted, and even if they desired to vaccinate people, who had been in contact with infected persons, against the disease, the Department was powerless to do so. Consequently the first remedial process in the work of eradicating the disease, should it make its appearance, was lacking. And while Bangkok was boasting that 250,000 persons would be vaccinated this year against small-pox, and Manila was prepared to vaccinate 1,000,000, Hongkong, the distributing centre of the Far East, in daily and hourly contact with those places where the disease had appeared—not virulently, it is true, but in a sufficient number of cases to cause alarm—was without enough lymph to provide for the smallest number of contacts. Naturally, we reprobated such a state of affairs, for even if the supply of buffalo calves had run short, application could always be made to Saigon or Shanghai for a temporary supply to tide over the danger. Apparently that view has been adopted by the Government, for at yesterday's meeting of the Sanitary Board, it was stated by the President that there were on hand 2,150 tubes of vaccine, each capable of vaccinating two or three persons—in other words, there is sufficient in stock to vaccinate about 5,500 persons. It was further reassuring to learn that, within ten days, another couple of thousand tubes would be in the possession of the Department, so that for the present, the stock in hand seems to be adequate, although not what might be described as super-abundant. It only remains for us now to demand that the Department shall see to it that the stock of vaccine shall never again be allowed to become exhausted, especially at this season of the year when, as Dr. Pearce himself admitted, small-pox is particularly to be guarded against. In this connection, Dr. Pearce remarked that people, and especially newcomers, should be recommended to get vaccinated, now that the cold season is upon us; but who ever heard of people, even the wisest, voluntarily becoming sacrifices on the altar of medical science, unless they were absolutely dragged there, either by a cowardly, though perfectly proper and praiseworthy, fear of infection, or compulsion in the shape of the law? Some six or seven years ago there was an outbreak of small-pox in Great Britain, which ran from one end of the country to the other. Reading the daily account of cases reported by the authorities, people rushed to the free depots to be vaccinated. In fact what originated in a by no means unworthy terror of infection degenerated into a public craze, a hobby. It was impossible to obtain entrance into the society of the elect unless one sported the red ribbon on the arm, showing that in popular parlance, the vaccination had "taken." But it was always a matter for doubt how many of those who wore the badge on their sleeves had actually passed through the doctor's hands. If it were really desired that people should voluntarily come forward to be vaccinated, and submit to the pain and inconvenience which

follow, then vaccination must be popularised, and it is left to the medical authorities to devise a scheme which will attract the masses to the laboratory. And now we turn to the somewhat gruesome subject of the death statistics for the year. The President, in his address on the occasion of the first meeting for the year, remarked that the death-rate of Hongkong in 1905 had been 17.4 per 100, so that the return of 16.7 in 1904 still remains the lowest on record in the Colony. This percentage compares very favourably with that of any of the large towns in England, Scotland or Ireland, and is most satisfactory in every respect. Still, it is curious that Hongkong has in outside quarters an unenviable name as a health resort. The taint of the plague clings to it, and there is often an uneasy suspicion in the minds of visitors that the fair outward appearance is but a cloak for a foul interior. How utterly absurd and ridiculous that idea is must be apparent from the returns of the Sanitary Board, which are beyond dispute. In a population of some 300,000 there were only 304 cases of plague, a negligible trifle from the point of view of those who keep themselves, their households and their surroundings in a sanitary condition. On the whole, the result of the proceedings at the Sanitary Board yesterday were satisfactory, and we can only hope that there will be as little cause for complaint in the future as there was yesterday.

LOCAL AND GENERAL.

The death is announced in Singapore of Mr. Thomas S. Butler, of the "Sailors' Home" there. He died on New Year's Day.

In the case against the s.s. *Paul Dean*, in Summary Jurisdiction, there being no further evidence to adduce on either side, His Honour, the Chief Justice, reserved his judgment.

A CHARMING calendar, in three pieces, with the American girl, as seen by Mr. C. T. Monty, as the chief or centrepiece, has been sent to us by the Vacuum Oil Company.

SIR FRED CLIMON has not been so well lately and has had to undergo a small operation in the back. He is now progressing well and was expected to leave for Egypt early in the new year.

A TERRIBLE account of the lynching of a young revolutionary Jewess, who was found travelling with revolvers and cartridges and literally torn to pieces, is given in the St. Petersburg papers.

"I WANTED to borrow the watch, but finding he was absent I took the watch to pawn," said Chan Fo, at the Police Court this morning, when charged with stealing a watch and chain from the cook's quarters at the Yaumati Police Station, on the 3rd instant. Mr. F. A. Hazell sentenced the defendant to three weeks' hard labour and in lieu of one day to be expended in the stocks for six hours.

A JAPANESE fireman employed on board the s.s. *Nippon Maru* was prosecuted this morning at the Police Court, at the instance of Inspector Langley, for aiding and abetting two men to stow away, and bringing them into the Colony on the 6th instant. Two Japanese were next charged with stowing away on board the said ship without the permission of the captain or owners. The case was adjourned until to-morrow.

ON the Military Hockey ground at Happy Valley yesterday afternoon a hockey match was played between the Royal Artillery and the 11th Infantry. The game commenced fast and soon the score was two all, but the Indians again showed their strength and at half-time they were leading by four to three. The Artillerymen played a better game in the second half, their backs putting up a strong defence. The Infantry ultimately won by five goals to three.

THE Standard China Company, with a capital of £100,000 in £1 shares, is formed to acquire lands, mines, mineral grants, mining rights, concessions, &c., in any part of the world, particularly in Yunnan, or elsewhere in China, to adopt an agreement between E. Campenon of the first part, P. Cantarelli of the second part, R. Landi of the third part, A. Vautier of the fourth part, and R. de P. de Magdonneau of the fifth part, and to carry on the business of miners, prospectors, explorers, &c.

A CHINESE coolie employed at the Hongkong and Kowloon Wharf and Godown Company is at present lying in the Government Civil Hospital in a very critical condition, as a result of an accident, and very little hope is entertained for his recovery. At about four o'clock yesterday afternoon he was engaged with other coolies in removing logs of wood. In doing so a piece of iron, which he was using as a lever, slipped, and the coolie fell, and smashed his skull on the curb-stone. He was removed in an unconscious state by the police.

MESSRS. Workman, Clark and Company launched on 29th Nov. at Belfast, the large twin-screw steamer *Bellerophon*, which has been constructed for the Ocean Steamship Company, Limited, of Liverpool. The vessel has a gross tonnage of upwards of 9,000, and is one of four that are being built of the same class for these owners. The propelling machinery, constructed by the builders, consists of two sets of triple-expanded engines, with steam from double-ended multitubular boilers working at a pressure of 190 lb. per square inch.

TUNE TOPICS.

10th January.

It was a miserable outlook for those who started to go to the Racecourse this morning. A heavy fog obscured everything. It was one of those muggy fogs which reminded one of London in November rather than Hongkong in January.

But it is wonderful what an interest in horse-racing will do, and to what lengths an enthusiast will go, what he will endure rather than miss the morning gallops.

When we arrived at the course, a dense bank of fog lay over the track, so that you could hardly distinguish anything.

Then the ponies were late, and it was difficult to recognise them, unless they had special colours or marks. Of course there is always somebody at hand to point out this or that horse, but even the quid nuncs were at fault to-day.

Little wonder then that we were all a trifle grumpy and "hard to please." Little wonder that the coffee tasted raw, and the concombants soppy. On the whole, however, it was a fairly cheerful party which assembled on the ground, but there was a lot of guessing done, and if some mistakes are made in the following list I hope I shall be excused.

The list is appended with the times:

J. R. M. Smith's sub, 7 mile, 35, 1.08, 1.44.

Cruickshank's and Forrest's subs, 1 mile, 39, 1.16 2/5, 1.54, 2.28 2/5.

Copper King, 1 mile, (2), 33, 1.04 4/5.

Goel's 2 subs, 1 mile, 40, 1.12.

Rose's and another sub, 2 mile, (2), 33 2/5, 1.07.

Bolles's sub, 2 mile, 35, 1.09, 1.43.

Forward and Bank's bay sub, 1 mile, (2), 39, 1.14 3/5.

Banzai, 1 mile, (2), (3), 36, 1.10 4/5.

Babington's sub, 1m, 40, 1.15, 1.50, 2.22 2/5.

Humphreys's sub, 2 m, 36, 1.12, 1.48.

Dickson's sub, 1 m, 2, 34 1/5, 1.13 1.5, 1.51 1/5.

Sycee King, 1 m, 32.

Mody's blk. sub, 1 m, 37, 1.10.

Mikosh and dun sub, 14 m, 2, 3, 39, 1.14, 1.48.

Patterson's sub, 1 mile in 2.20.

Potts's 2 subs, 1 m, 2, 41, 1.21, 1.52.

Beancake, 1 m, 5, 36, 1.12, 1.45 2/5.

Black Cherry, 1 m, 38 3/5, 1.18 2/5, 1.58 2/5, 2.31.

Grafton and Ellis Kadourie's derby griffin, 2 m, 41, 1.20, 1.53, 2.20.

C. P. Chater's sub, 2 m, 36, 1.09, 1.40 2/5.

Craig's sub, 1 m, 39, 1.18, 1.51 1/5.

EARLY BIRD.

A dull morning. A thick and heavy fog enveloped the whole course and at first it was impossible for the lookers-on to make out what was going on. When the ponies got past the football stand they entirely disappeared from view. At about seven o'clock grey streaks appeared in the skies, the light gradually got better thus enabling the various "time-tickers" to get to work.

The attendance was good and it must be said that the griffins are improving daily. There are some handsome gallopers among them, and they move with great ease and exhibit fine form.

The best gallops for the morning must be credited to Messrs. C. P. Chater's and G. C. Moxon's griffins. They moved well and covered the distance they were put to in good time.

I append below the names of owners of ponies and the times "clocked":—

Mr. J. R. M. Smith's No. 45. Three-quarters of a mile, 1.42 2/5, last quarter 34 sec.

Messrs. Forrest and Cruickshank's sub, one mile, 40, 1.17, 1.54 1/2, 2.28.

Mr. J. R. M. Smith's No. 24. Last half-mile, first quarter 36, second 1.08.

Mr. Babington's griffin. One mile, 39 1/2, 1.14, 1.50, 2.21 1/2.

Mr. H. Humphreys's donkey-tailed pony rattled off the last quarter of a mile in 35 seconds.

Mr. C. P. Chater's griffin, three-quarters of a mile, last quarter 32 2/5, full time 1.40.

Mr. Geo. Pott's grey sub, three-quarters of a mile, 37, 1.11, 1.43.

Mr. H. N. Mody's bay sub. Half-mile 1.40, last quarter 35.

Mikosh (Cruickshank up) and Cruickshank's chestnut sub, one mile and a quarter, 42, 1.21, 2.00, 2.34, 3.7.

Mr. H. N. Mody's Black Cherry, one mile, 40, 1.20, 2.00, 2.33.

Mr. A. Babington's sub, one mile, 2.22, last quarter 31 1/5.

Mr. Ellis Kadourie's derby griffin (bay) went with Grafton (Geggup) three-quarters of a mile, 41, 1.20, 1.52.

The late Mr. H. Rose's dun, three-quarters of a mile, 1.52, last quarter 34.

Ca-Canny, three-quarters of a mile, 1.44, last quarter 31.

Hon. Mr. C. W. Dickson's, two subs, one mile in 2 min. 23 sec.

Mr. Geo. Pott's Norman King, half a mile, 1.10.

The late Mr. H. Rose's blue dun, three-quarters of a mile, 40, 1.18, 1.52; last quarter 34.

Mr. D. Dorabjee's black (No. 12), went one mile and a quarter, last three-quarters 40, 1.48 2/5, 1.53.

Mr. D. Macdonald's Highland Laird, one mile, 2.10, last quarter 33.

Mick, half-mile, 35 2/5, 1.9 2/5.

The late Mr. H. Rose and Bolles's subs went together, three-quarters of a mile, 1.42, last quarter 35.

Mr. Hynes's Forward, and No. 22 went a mile and a quarter, 2.30 1/5, last quarter 35.

The Bank Mops pony was in the soup at the finish.

Mr. G. C. Moxon's sub (No. 3), one mile, 2.1 3/5.

Mr. Craig's sub (No. 9), one mile, 40, 39, 1.58 2/5, 34—2.32 2/5.

THE RIDING BOY.

CLAIM FOR MONEY ADVANCED.

BROTHER VERSUS SISTER.

Before His Honour, Mr. A. G. Wise, Puisne Judge, in Summary Jurisdiction this morning, Ip Fat On, trading as Mow Cheong at Nos. 127 and 129 Upper Main Street, Kowloon, sued Ip Sun Kiu, of No. 131 Upper Main Street, Kowloon, a single woman, for the recovery of \$1,000, being the balance of a sum of money advanced by plaintiff at the request of the defendant, for the construction of the house No. 131 Upper Main Street, Kowloon, and not repaid by the defendant to the plaintiff.

Mr. Otto Kong Sing appeared for the plaintiff, and Mr. R. A. Harding for the defendant.

Mr. Otto Kong Sing said that the full amount due was \$1,360, but the plaintiff had waived the sum of \$360, in order to bring the claim within the jurisdiction of this Court. Mr. Otto Kong Sing stated that the claim was also partly for goods sold and delivered.

His Honour said he was under the impression that it was a question of title, but he found it was nothing of the sort; it had nothing to do with title.

Mr. Harding submitted that it was a question, as to whether the money was paid by his client or by his friend's client.

Mr. Otto Kong Sing said that a piece of land was bought by the plaintiff and subsequently a house was built on that land, the house in question, the plaintiff advancing the sum of \$1,360 for the construction thereof.

Ip Fat On stated that defendant was his youngest sister. Early in 1904 he bought a piece of land at Kowloon for \$760, and subsequently his sister asked him to build her a house on that land, and to pay on her behalf the sum of \$1,360 for the construction of the said house. He had also advanced other sums, but they had been repaid, and \$1,360 remained still due and owing, but he waived the \$360.

To Mr. Harding, witness said about ten years ago his sister went to Singapore. His sister never sent him any money to take care of for her, nor did she ever lend him any money. He had twice mortgaged his ancestral house. His sister did not pay the money to clear off those mortgages, he paid them himself from the moneys his business brought in. He did not know the master of the Fook Yuen Tai shop. He did not know if his sister deposited money there. He did not act as a broker in the purchase of the land, he bought it on behalf of his sister. In the Chinese deed it was so written that he was the middle man. When his sister went to Singapore after negotiating for the purchase of the land she did not leave with him any parcel addressed to the Fook Yuen Tai shop. He had never drawn any money from that shop; his sister sent her nephew to draw money.

His Honour: If you know that, you must know that she had money deposited there. Witness: I know nothing about it—I never saw her books, and she never told him about her money.

I never asked his sister to lend him \$500. He knew nothing about her monetary transactions. Witness paid the purchase money for the land out of his own money. He had only been repaid \$1,000 altogether by his sister. She made no arrangement with a contractor to take goods to be paid for by money to be returned by defendant. All the money she paid passed through his shop. His sister never went with a contractor to his shop to make out their accounts. The contractor, Tong Tak, owed him \$1,013.

Mr. Harding: Did your sister pay you \$500?

Witness: I don't know.

You don't know? You must know if she paid you \$500.

If she paid \$500 it would have been entered in my books.

His Honour: That is not the question—Did she pay you \$500?—No, she did not.

There was an entry in his book that all the money for the land had been paid to avoid future dispute, but it was not in his handwriting. What he wrote had been torn out on the next page.

His Honour: There has not been any page torn out of this book—What did you write?

The page has gone—I don't know.

His Honour: These handwritings are all the same.

Witness: If your Lordship will allow me I will re-write the book (laughter).

His Honour: Oh, no; you won't—you'd like to, no doubt.

Witness, continuing, said he did not receive from the Fook Yuen Tai shop any payments on behalf of his sister. He did not borrow \$500 in July last from his sister.

Mr. Harding: Did you not give her a promissory note?

Not in July. My son borrowed some money.

Witness owned Nos. 127 and 129 Upper Main Street, and he gave a charge on those two houses for the money, and they had been since paid.

Mr. Harding: Will you explain why, if defendant owed you \$1,360, you borrowed \$500 from her?—I did not borrow it, my son borrowed it.

His Honour: But you gave a charge on the houses?

To the Fook Yuen Tai shop; my son borrowed the money and handed it to me to pay debt at the end of the year.

Witness did not receive \$500 from defendant in January, 1905, to supply provisions to her daughter while the mother was away in Singapore. He did supply provisions to the extent of \$175. The money was handed to his son for his expenses, and he took it off his son.

His Honour: Is your son here? Are you going to bring him up here to tell as many stories as you are telling?

Witness: Yes.

Looking at an account of moneys received, witness said he did not receive the money; his son received it.

His Honour: But you took it from your son.

To Mr. Otto Kong Sing: I hope you are not going to call the son to tell any more lies?

Mr. Otto Kong Sing: No, my Lord.

His Honour: A good thing too. This man alone is enough to try anyone's patience. Witness, continuing: My son went to his aunt to get money on my behalf, but it was paid back. His Honour: Never mind about the paying back—you got it?

My son got it.

But you took it off him?—Yes (reluctantly).

He never borrowed \$500 from his sister, he got it from the Fook Yuen Tai, and paid it back.

Did you pay it yourself?—No, my son did.

But here's an entry in your account with your sister, of \$5 for interest. Was that not in respect of the \$500 borrowed? Yes, it was.

Mr. Harding: Yes, so I should think!

Looking at other entries, witness said they were not in his handwriting.

His Honour: Look again.

Witness: Yes, they are.

His Honour: Then why did you deny it just now?—My son wrote them.

His Honour: I should not think the son is much use to society; he is as big a liar, no doubt, as his father.

Witness had been in business at the same place for 28 or 29 years. The shops were formerly his father's. He did not take out letters of administration as it was then under the Chinese Government.

His Honour: Chinese do not usually keep their books like you do.

I am not acquainted with my own law (laughter).

His Honour: No, but you appear to be acquainted with some of ours.

Other evidence was given as to the payments made for the building of the house, by the plaintiff, the contractor saying that certain sums were paid by the defendant. Plaintiff paid some small amounts now and then. When plaintiff paid money defendant told him to pay it out of the money in his possession belonging to her. Witness heard those instructions given.

Mr. Harding submitted that plaintiff had not made out any case; as the last witness had proved that defendant paid at least \$500 herself.

Fook Yuen Tai said he knew plaintiff and defendant. Plaintiff often sent him notes for money of his sister's.

Mr. Harding: Then plaintiff knew you had such money in your care?—Yes, Plaintiff, his son, and his daughter, frequently drew money belonging to defendant, and had borrowed money from witness besides.

To Mr. Otto Kong Sing: Plaintiff never had too much money, so defendant instructed witness to pay him money out of her deposits. Witness was not a banker; he was a walking-stick dealer, but he had other accounts similar to defendant's. This closed the case for the defence.

Mr. Otto Kong Sing said that a claim had been made out by the plaintiff, but he must admit that his second witness gave him away as to the \$500, but he thought he was entitled to a decree for the balance of \$500.

His Honour: I don't believe a single word he has said

TELEGRAMS.

[Reuter's.]

The Elections.

SIR CAMPBELL-BANNERMAN'S ADDRESS.
LONDON, 8th January.
Sir Henry Campbell-Bannerman, in his electoral address, says: "By renouncing the undesirable characteristics which we formerly detected in their foreign policy, the Unionists have made it possible for us to pursue a substantial continuity of that policy, without departing from the friendly, unprovocative methods of past Liberal Governments."

"It will be our duty to uphold economy, self-government, civil and religious liberty, and free trade to repair as far as possible the mischief wrought in recent years, and to secure social and economic reforms."

Great Britain and Germany.

Meetings continue to be held in Germany in favour of friendly relations with Great Britain.

France.

At the triennial elections for the Senate, Mr. Jaures, the socialist, and his colleagues were badly beaten.

The Dissolution of Parliament.

The King signed the decree for the dissolution of Parliament yesterday.

PRINCE ARTHUR'S RECEPTION.
PROVISIONAL PROGRAMME ARRANGED.

The Reception Committee appointed to make arrangements for according a fitting welcome to H. R. H. Prince Arthur of Connaught—who bears the insignia of the Order of the Garter to the Emperor of Japan—expected to arrive in Hongkong in the early part of next month, have held several meetings, and an elaborate programme, worthy of the Colony and its pre-eminence in the naval and mercantile world, has been drawn up. The final touches, however, have first to be given, details filled in, and the whole arrangements completed, but a meeting will be held shortly at which the programme will be adjusted. It is understood that Hongkong's welcome, if carried out on the lines proposed by the Reception Committee will be of an imposing character, and include a variety of events which are expected to commend themselves to His Royal Highness.

THE BRITISH FLEET'S VISIT TO SAIGON.

PETER HING ARRANGED.

It is announced in the Saigon papers that arrangements have commenced for giving a royal welcome to the cruiser squadron under Admiral Sir Gerard O. Noel, on the occasion of its visit, this month. As already stated, the squadron consists of the *Duquesne*, flagship, *Etienne* and *Suffren*. The Cercle Sportif Saigonnais have organised a grand sword display, in which the chief exponents of the art of fencing will take part. The winner of the bouts will receive a medal provided by the Academie d'Épée de Paris entitling him to designate himself champion. Several contests will be held, and at the close there will be a grand fight at the Philharmonique, where a brilliant *fête* has been arranged for the occasion.

HONGKONG'S DEATH-RATE.

A CORRECTION.

The Hon. Dr. Francis Clark, President of the Sanitary Board, writes to say: I regret to find that owing to a small error in the calculation of the total Chinese deaths, our general death-rate for 1905 was 17.4 per 1,000 instead of 16.7, as stated by me yesterday. Therefore 1905 with its death-rate of 16.9 remains the lowest on record for the present. The rate for Chinese taken separately was 17.4 and for non-Chinese 15.5.

QUEBECUTTING MYSTERY.

A CHINESE EDITOR'S STATEMENT.

When news reached Hongkong that natives, both men and women, were losing their queues in Canton and could not account for it, people grew doubtful as to the truth of the story. A very enterprising Chinese editor in Hongkong, who at first disbelieved the story, went down to Canton to inquire into the affair. Speaking to a *Hongkong Telegraph* reporter this afternoon the gentleman in question said: "The story of the queue-cutting in Canton at first appeared doubtful to me, but when I went to that port, and saw several men and girls who had had their hair cut, I believed it to be a fact. Victims are daily going to the police department reporting the 'outrage,' but they cannot state how, when or where they became queueless. A petition has been forwarded to the mandarins by the people to take the matter up, and to try to effect the arrest of the scoundrels who are the perpetrators of the deed."

A JAPANESE SHIPPING COMBINE.

It is stated that the Japan Shipowners' Association has for some time past had under contemplation the formation of a shipping combine. The scheme was temporarily dropped during the war in consequence of the ships having been chartered by the Government, but in view of the majority of the ships having now been released the Association has decided to carry out the scheme. It is also reported that the shipowners in China and the South Seas have signified their intention of participating in the combination. The Association possesses about one hundred and eighty ships with an aggregate tonnage of some three hundred and fifty thousand tons, so that the combination is able to command a capital of no less than twenty million yen. The combine intends to carry on coasting traffic in Japan, China and Corea, as well as foreign services.—*Kobe Herald*.

HONGKONG BUTTERFLIES.

A STANDARD AUTHORITY IN THE MAKING.

The enthusiasm of the specialist in a particular branch of study was never better exemplified than in the case of Mr. J. C. Kershaw, F.R.S., F.Z.S., who is now completing, in a series of Part issues, his examination into the character and life-habits of the butterflies which are to be found in Hongkong and South-East China. Mr. Kershaw may have taken up this branch of scientific investigation in the spirit of the amateur, but this production, of which we have received the first two Parts, is the work of an authority. When the volume is completed, it will undoubtedly rank as the standard authority on butterflies in this corner of China. Mr. Kershaw has devoted an immense amount of trouble upon his research into the species and characteristics of the butterflies which roam in Hongkong and South-East China, and the result is seen in a magnificent publication whose value and importance can best be appreciated by experts. "And he has enshrined the tangible returns of his explorations in this particular domain of science in most beautiful form, commensurate with the varied beauties with which he deals. If Mr. Kershaw has made this subject a life-study, and there really seems no reason to doubt it—for none could collect and collate the facts he has gathered in any haphazard or promiscuous fashion—he has certainly gained the reward of his toil, in winning recognition as the standard authority on the subject."

In a sheet which accompanies the first Part, Mr. Kershaw modestly says that "this is an attempt to give a popular but accurate account of the butterflies in this part of the world, with, whenever possible, a life history of each insect." But who ever met the enthusiast, as Mr. Kershaw certainly is, who, being saturated with his subject, could be absolutely popular in the accepted term? Mr. Kershaw does not go in for wonderful language or an excess of technical terms, but he is none the less expert and none the less displays his erudition.

A more interesting prefatory note we have seldom read. The author remarks that: "Though within the Northern Tropics, Hongkong, Macao, and the adjacent country exhibit little of the luxuriance of vegetation usually associated with a tropical climate. This, however, is owing to the district being bordered with a poor and dense population who destroy the vegetation and gather up the mould-forming materials for fuel. The climate for the greater part of the year is hot and damp; the landscape chiefly rain-swept, sun-burned hills, intersected by valleys mostly cultivated as wet rice-fields, but with patches of sweet potato and other vegetables, whilst dirty, crowded villages lie in every direction at the foot of the hills. Most of these are very barren, some boulder-strewn and scantily covered with coarse grasses and stunted undergrowth, others scattered over with the small fir common on the hills of S. China. Here and there, chiefly at the back of the villages or on isolated hills specially devoted to the ever-present horse-shoe graves, are small clumps of trees or bushes continually topped and hacked by the villagers, except the few, generally banyans, preserved as 'joss' trees, the trunks bedaubed with red papers and the usually dirty and tawdry paraphernalia arranged on a dilapidated altar beneath their shade. A few of the Buddhist monasteries, however, are sheltered by really fine forest trees." Here, then, Mr. Kershaw is revealed in the pursuit of his hobby—using the word in its best sense; not scampering wildly hither and thither after chance insects, but calmly, evenly investigating, enjoying the scenery as he goes, inspecting everything. Mr. Kershaw is the *J. I. S. Walton* in the realm of butterflies. After referring to birds, he remarks that butterflies "are both numerous and brilliant and strike even an indifferent observer." One noteworthy feature about the butterflies, or at least some species, is that they "fly hither and thither at a speed which quite eclipses their English relatives."

Mr. Kershaw refers in a succinct paragraph to the climatic conditions of Hongkong and Macao, and in an interesting conclusion he says: "As the number of species described is the result of some seven years' collecting, the species new to this list which are sure to be added by degrees will probably, scarcely affect the generic features, here presented, of the butterfly fauna found on a wide strip of coast extending from Hainan to the Chusan Islands. It may perhaps be thought that too much space is devoted to the very common insects, but these are really more important than the butterflies which are rarely seen, partly because they add infinite life and charm to the country, and partly because they are generally of more value in elucidating many most interesting questions concerning the past history of the world." There speaks the artist, and one can understand how absorbingly interesting Mr. Kershaw must be as a companion when after his butterflies.

The species described are illustrated by coloured plates by Hentschel, from the originals which were coloured out here from the fresh specimens, and they are wonderfully beautiful. They are works of art, and will, we have no doubt, be issued as supplements with family magazines when publishers see their beauty. In Parts I and II there are five coloured plates, printed in London. Crown folio is the size of the volume, and the description of the insects is printed in clear, large type on fine, old-fashioned paper—a delight to the touch and the eye. Altogether Mr. Kershaw has produced a publication which must add fresh laurels to his name. It occurs to us, such an authority on insects might well be requisitioned to set the Hongkong Museum in order and arrange the somewhat chaotic collection which reposes there.

"Butterflies of Hongkong and S. E. China" is published by Messrs. Kelly and Walsh, at 82 per Part; it is expected there will be about six Parts and we would strongly recommend all who are interested in these matters to obtain Part I—if they do so, they are certain to subscribe to the remainder of the series.

MACAO NOTES.

[From Our Own Correspondent.]

Macao, 8th January, 1906.

A LARGE CONFLAGRATION.

On the night of Thursday last, there occurred a large conflagration, in the district of Terrafero in the native bazaar. As a result several Chinese shops were completely gutted; two of these are insured in fire insurance companies at Hongkong. It is reported that the outbreak originated in one of the shops covered by insurance. No sooner started than the fire spread with great rapidity. Owing to the narrowness of the streets, the flames leaped across the road and soon ignited the houses on the opposite side of the burning buildings. Thanks to the sustained efforts of the fire-fighters and the men in charge of the manual engines as well as the officers directing operations, the fire was confined to a restricted area. Some Chinese firemen were conspicuous for their bravery on this occasion. They climbed to the greatest heights on adjoining buildings in closest proximity to the actual seat of the fire and at great personal risk directed their efforts towards extinguishing the conflagration. The inadequacy of the appliances for efficiently coping with an outbreak of fire in this city has once again been brought into prominent notice. It is also matter of general comment that the Government should devise some improved plan for the widening of the streets in the native section of the city.

THE STA CASA BOARD.

The Metropolitan Government has decreed that the Board of the Santa Casa de Misericordia shall, in future, consist of five members: three to be nominated by the Governor, and the other two to be elected by the members of the institution. Under the re-organised Board, the Government will control the majority of votes in all matters arising for consideration. Being Government nominees those members will be so many puppets answering to the fancies and whims of the wire-pullers in Lisbon, who for the most part are ignorant of the requirements of the Colony, and whose one purpose, is ostensibly the draining of the colonial funds—whether belonging to the public exchequer or private benevolent institutions—for the furtherance of ends whose benefits are seen only in the home country, to the detriment of the development and material prosperity of Macao. This latest official interference with the administration of the Santa Casa is generally resented. The institution is a very old-established one; its founding dates back a couple of centuries ago. The promoters were actuated by most benevolent intentions. The direction of its affairs has been vested for all these years in the hands of its members, who devoted their time and energy gratuitously for the good of the poor. The directors hold office for one year and are elected by popular vote. It is true that at one time of its history the administration was not above reproach; but nothing can be said but good of the directorate within recent years. There have been party disputes, but on the whole the funds have been judiciously appropriated and honestly administered.

EDUCATION.

The annual distribution of prizes to pupils of the municipal schools was held on Sunday at the Senate House. The Governor apologised for not presiding at the function on account of a slight indisposition.

The Bishop of Macao was to have presided in H.E.'s absence, but at a late hour His Lordship sent word regretting his inability to be present owing to indisposition. Mr. A. J. Basto, the popular president of the Council, delivered a long and brilliant address. In the course of his remarks he regretted the non-existence of a Press in this city which might be the instrument for ventilating the grievances and urging upon public attention the requirements of the Colony. As President of the Municipal Council it devolved upon him to render an account of his stewardship to his electorate. He regretted also the want of a good commercial school which would fit the youth of the Colony to earn their living in the great commercial centres of the East. The speaker praised the numerous schools of Hongkong, Japan and China which were so equipped as to enable their scholars to fit themselves for different careers and various occupations in after years. He read the petition which the Council had forwarded to the Government of His Most Faithful Majesty in which a scheme for the establishment of a commercial school was propounded.

The Colonial Secretary, Dr. Alfredo de Lello, who represented the Governor in his absence, also addressed the gathering. He controverted Mr. Basto's discourse, and affirmed that the Government of the Metropolis had for this Colony the highest predilection and sought to favour by all possible means its inhabitants. He said that Macao was progressing; it has fine buildings the like of which no other Portuguese colony possessed. He assured his hearers that Government was not neglecting the question of public instruction in this city. For years the Government had been deliberating upon a scheme relating to education in the Kingdom. Dr. Lello was of opinion that the school project the Council had submitted was beset with serious difficulties.

Irish pearls have come greatly into favour within the last year or so, since Lady Dudley's charming gift of an Irish pearl (found in the Connemara oyster beds), set as a brooch in green enamel, to our beautiful Queen, who wears this pretty jewel constantly as a memento of her Irish tour. Quite recently, writes Hebe, in the *Gentlewoman*, the wife of the owner of the Ardagh Oyster Fishery at Connemara picked up a mussel, which, on opening, was found to contain a fine pearl. Orders were then given to bring in about a stone's weight of mussels, and over sixty pearls were extracted from them, varying in size, but of rare purity and colouring.

M.M. BOAT ASHORE.

WRECKED ON THE TONKIN COAST.

News has been received by Mr. Champeaux, agent of the Messageries Maritimes Company in Hongkong, that the Company's cargo steamer *Cao-Bang* is ashore at Kulao Rai, better known as Pulo Caplon, on the Tonkin coast. The *Cao-Bang* was on a voyage from Marseilles to Haiphong and according to the accounts received it is feared she is likely to become a total wreck. She is stated to be lying at an angle of 30 degrees on the rocks. Mr. Champeaux communicated with the Salvage Company here, with the view of sending assistance to the vessel, but before coming to any decision on the point it has been decided to wait for further information. Two steamers are standing by the *Cao-Bang*. The usual trip is from Marseilles to Haiphong via Saigon, and apparently the vessel was on the last stage of her voyage outwards. The *Cao-Bang* is a vessel of 6,487 tons, and formerly belonged to the Compagnie Nationale. It may be added that the vessel must have been on the rocks for some days before information was received as to her position. The nearest telegraph station is at Tourane, some considerable distance from the scene of the casualty.

COMMERCIAL.

SHANGHAI SHARE MARKET.

Advices from Shanghai, bearing date 5th inst., state—Business reported:—Shanghai and Hongkong Wharves at Tls. 33 1/2 and Tls. 25 1/2 for March. Tugs "Ord." at Tls. 57. Farnham Bays at Tls. 121. Telephones at Tls. 54. Lane, Crawford and Co. at \$145. Business done direct:—Shanghai and Hongkong Wharves at Tls. 23 1/2 for March, and Tls. 23 1/2 for April. Indo-China at Tls. 68 for March. Langkats at Tls. 225 for March. Colonies at Tls. 17 for March.

TO-DAY'S EXCHANGE.

Selling:
London—Bank T.T. 2 1/2
Do. demand 2 1/2 1/16
Do. 4 months' sight 2 1/2
France—Bank T.T. 2 5/8
America—Bank T.T. 2 1/2
Germany—Bank T.T. 2 1/2
India T.T. 1 1/2
Do. demand 1 1/2
Shanghai—Bank T.T. 7 1/2 nom.
Singapore T.T. 12 1/2 prem. nom.
Japan—Bank T.T. 100 1/2
Yen—Bank T.T. 12 1/2

Buying.

4 months' sight L/C 2 1/2
6 months' sight L/C 2 1/2
30 days' sight San Francisco & New York 50 1/2
4 months' sight do. 51 1/2
30 days' sight Sydney and Melbourne 2 1/2
1 months' sight France 2 1/2
6 months' sight do. 2 1/2
4 months' sight Germany 2 1/2
Bar Silver 30
Bank of England rate 4 1/2
Sovereign 9 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New @ 1,010/1,030
Old @ 1,010/1,050
Older @ 1,030/1,110
Oldest @ 1,180/1,200
Per chest
Nan New @ 94 1/2
Old @ 93 1/2
Nan New @ 92 1/2
Old @ 90 1/2
Persian (Paper) @ 10

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 10th at 11.55 a.m. The barometer has fallen much over Japan, and moderately over S. China. It is rising over the E. coast of China.

The depression is approaching the neighbourhood of Korean Straits and is moving Eastwards.

Pressure is highest over S.E. Japan. The monsoon is at present interrupted in the Formosa Channel but it will probably set in again strongly during the next 24 hours on that part of the coast. Light but increasing monsoon is indicated over the China Sea.

Forecast:—N.E. winds, probably freshening; misty, probably some rain.

To-day's Advertisements.

HONGKONG GUN CLUB.

THE ANNUAL CHAMPIONSHIP COMPETITION will take place on SATURDAY, 13th January, at 4 P.M.
A LADIES' NOMINATION PRIZE will also be shot for.
Hongkong, 10th January, 1906. [105]

PACIFIC MAIL STEAMSHIP CO.
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

MR. E. W. TILDEN is hereby appointed ACTING AGENT OF THE PACIFIC MAIL STEAMSHIP CO. and OCCIDENTAL & ORIENTAL STEAMSHIP CO. at Shanghai, effective January 1, 1906, *vis* Messrs. Fearon, Daniel & Co., resigned.

R. P. SCHWERN, President, O. & O. S.S. Co., V.P. & G.M., P.M. S.S. Co., San Francisco, 9th December, 1905. [107]

WANTED.

POSTAGE STAMPS: used, highest price given.
A. BARKER, S.P.G. Mission, Cawnpore, India, Cawnpore, 10th January, 1906. [106]

To-day's Advertisements.

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the NINETEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 1st February, 1906, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1905.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, the 20th January, to THURSDAY, the 1st February (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for the West Point Building Co., Ltd.
Hongkong, 10th January, 1906. [108]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the EIGHTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 1st February, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1905.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, the 20th January, to THURSDAY, the 1st February (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 10th January, 1906. [109]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

SATURDAY, the 13th January, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A QUANTITY OF MISCELLANEOUS ARTICLES, Comprising—

OVERCOATS, MACINTOSHES, BOOTS, SILVER PLATED WARE, BENSON GOLD WATCHES, SUITS OF CLOTHES, GOLD and DIAMOND RINGS,

AND ALSO A Lot of Large COLOURED ENGRAVINGS of NOBLED PEOPLE suitable for Club Room, &c.

AND A Quantity of SILVER and IVORY WARE, E.P. DESSERT KNIVES and FORKS, SATSUMA BOWLS and PLATES, SILKS, &c., &c.
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 10th January, 1906. [110]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

SATURDAY, the 13th January, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS, Comprising—

OLD SATSUMA VASES, INCENSE BURNERS, WALL PLATES, GOLD and SILVER CLOISONNE WARE, TEA SETS, LACQUERED WARE, SILK EMBROIDERIES, OLD BRONZES, WALL HANGINGS, KAKEMONOS, IVORY ORNAMENTS, &c., &c., &c.
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 10th January, 1906. [111]

S.S. "CALEDONIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Bagdad* and *Charente*, from Havre ex s.s. *Bagdad*, from Bordeaux ex s.s. *Ville de Cete*, and from 1. Nazaire ex s.s. *Ville de Poulque*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 17th January, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th January, or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 17th January, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
Hongkong, 9th January, 1906. [112]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUTSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 12th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.
Hongkong, 10th January, 1906. [113]

Intimations.

Special Opportunity—

AT THE

ROBINSON PIANO CO., LD.

ONE GETS A POOR RETURN FROM

A PIANO IF IT IS A MERE ARTICLE

OF FURNITURE OR AN INDIFFERENT

MUSICAL INSTRUMENT.

ATTACH AN

APOLLO PIANOLA

AND ALL MUSIC IS AT YOUR

COMMAND.

A CONCERT OR DANCE PROGRAM.

ME AT A MOMENT'S NOTICE.

\$290 UPWARDS.

HIRE OR HIRE-PURCHASE SYSTEM.

RACHALS' PIANOS

\$550, formerly \$670.

JUST UNPACKED

(IN NEW STORE,

BECHSTEIN, STEINWAY

KRAUSS,

HAAKE,

RACHALS,

WERNER.

A STOCK UNEQUALLED

IN THE COLONY.

HIRE OR CREDIT.

Hongkong, 15th December, 1905. [118]

Telephone No. 135.

THE

DISTILLERS

COMPANY

LIMITED,

Edinburgh, Glasgow,

London.

GINS

PER

DOZEN

\$8.00

Old Tom and Dry.

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL,

Hongkong, 20th December, 1905. [119]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"ANTENOR"	10th January.
"GENOA" and LIVERPOOL	"SAINT BEDE"	11th "
GLASGOW and LIVERPOOL	"COBACK"	23rd "
GLASGOW and LIVERPOOL	"NINGCHOW"	24th "
GLASGOW and LIVERPOOL	"ACHILLES"	30th "
GLASGOW and LIVERPOOL	"PELEUS"	6th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	13th "

S.S. "Antenor" left Singapore on the 4th inst. p.m., and is due here on the 10th.
The Chartered S.S. "Saint Beede" left Singapore on the 3rd inst., and is due here on the 11th.

HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th January.
"GENOA, MARSEILLES & L'POOL	"PAK LING"	20th "
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	30th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	13th February.
"GENOA, MARSEILLES & L'POOL	"PATROCLOS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	27th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	24th January.
"NAGASAKI, KOBE and YOKOHAMA"	"YANGTSE"	24th February.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"PINGSUEY"	25th January.
"PACIFIC COAST"	"OANFA"	26th February.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th January, 1906.

CHINA NAVIGATION CO., LIMITED.

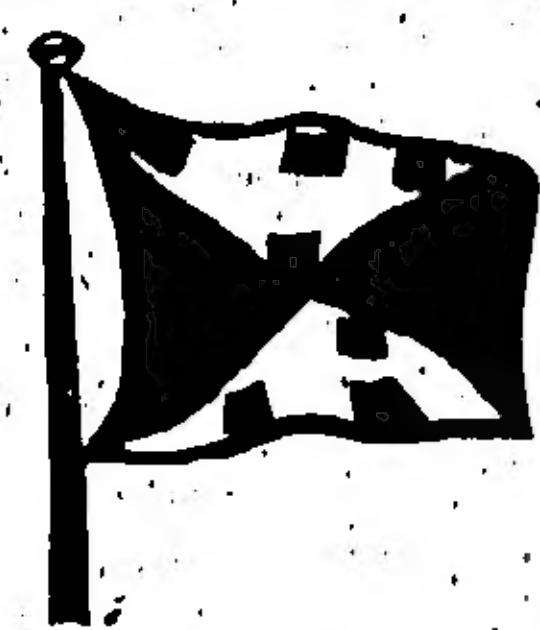
FOR	STEAMERS	TO SAIL
AMOY, MANILA, CEBU and ILOILO	"KAIFONG"	11th January.
SHANGHAI	"KASHING"	11th "
MANILA	"TRAN"	16th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, SYDNEY and MELBOURNE	"CHINGTU"	16th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th January, 1906.



HONGKONG—MANILA.

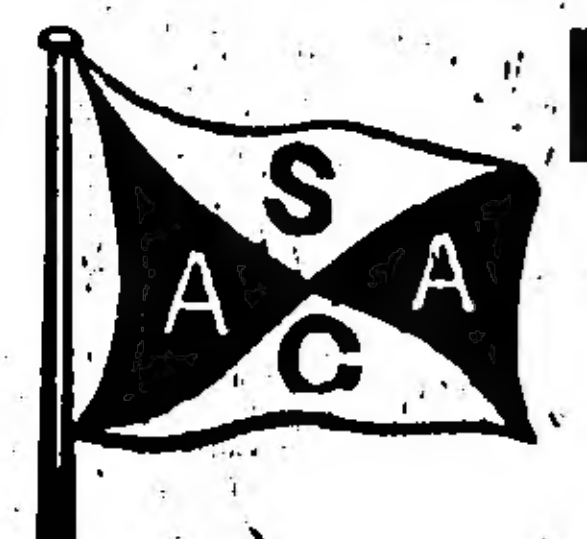
Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th Jan., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 20th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 6th January, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	For	About

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

Cable Address—"Choi" KOWLOON. J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 a.m., and on Sundays
at 8.30 a.m. Departs from Macao on Week
Days at 2.30 p.m. and on Sundays at 1.30 p.m.
if tide permits.FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 75 cents; Steerage, 10 cents.
Breakfast, Tea and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket, will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.SAM WANG CO.
Hongkong, 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	T. R. MEAD.
"KWONG TUNG" 1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare—Single Journey \$4.
Meals \$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"LOONGSANG"	FRIDAY, 12th Jan., 4 P.M.
KOBE	"CHUNSANG"	SATURDAY, 13th Jan., 3 P.M.
SHANGHAI	"TAISANG"	MONDAY, 15th Jan., 4 P.M.
SAMARANG and SOERABAYA	"FAUSANG"	TUESDAY, 16th Jan., 3 P.M.
S'GAPORE, PENANG & CALCUTTA	"KUTSANG"	TUESDAY, 16th Jan., 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 10th January, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldmann	January 11th, 1906.
"ARABIA"	4,483	Metzenhain	January 31st, "
"ARAGONIA"	5,198	Ernst	"
"NICOMEDIA"	4,370	Wagemann	"

The S.S. "Numantia" arrived at Yokohama on the 1st instant.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"GLEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"GLEN TURRET,"

Captain R. Webster, will be despatched as above
on or about TUESDAY, the 16th January.For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 28th December, 1905. [1203—G]

COMPAGNIE DES MESSEAGERIES
MARITIMES.FOR
MARSEILLES, HAVRE, ANTWERP
(DIRECT).Taking Cargo to LONDON with prompt trans-
shipment at Marseilles.Calling at MANILA, SINGAPORE, PENANG and
COLOMBO.

THE Company's Steamship

"KOUANG-SI,"

Captain Barillon, will be despatched as above,
on or about the 6th February, 1906.This Steamer has Accommodation for Pas-
sengers and carries a duly qualified Doctor.For information as to Passage and Freight,
apply toG. DE CHAMPEAUX,
Agent,Queen's Building,
Hongkong, 26th December, 1905. [1219—K]

FOR SAN FRANCISCO.

THE Steamship

"DAKOTAH,"

Captain Ross, will be despatched for the above
Port, on TUESDAY, the 16th instant.For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 4th January, 1906. [1144—F]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the
above Ports, on WEDNESDAY, the 24th
instant, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.The Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd January, 1906. [1219—K]

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies.)

STEAM FOR

BOMBAY via SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORNand GENOA, also
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.(Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Coriolo, will be despatched as above,
on FRIDAY, the 12th instant, at Noon.At BOMBAY, the Steamer is discharging in
Victoria Dock.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 6th January, 1906. [109]

FOR YOKOHAMA AND KOBE.

THE Steamship

"SPEZIA,"

Captain Porzelli, will be despatched for the
above Ports, on SATURDAY, the 13th instant,
P.M.HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th January, 1906. [107]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA,"

Captain Babb, will be despatched as above,
on TUESDAY, the 16th instant, at Daylight.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 9th January, 1906. [103]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUMATRA,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.Goods not cleared by the 12th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 6th January, 1906. [14]

FROM HAMBURG, PORT SAID,
COLOMBO, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"RHENANIA,"

Captain Föhr, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.All Claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th January, 1906, will be
subject to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 12th January, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA-LINIE,
Hongkong Office.

Hongkong, 5th January, 1906. [103]

NOTICE TO CONSIGNEES.

S.S. "FERNANDEZ HERMANOS,"
FROM MANILA.CONSIGNEES of Cargo are hereby informed
that all Goods are to be taken from
alongside.Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th January, 1906. [188]

NOT RESPONSIBLE FOR DENTS.

NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DENTS contracted by the Officers or
the Crews of the following vessel during her
stay in Hongkong Harbour—CELTIC CHIEF, British ship, Captain John
Jones.—Standard Oil Co.

Hongkong, 3rd January, 1906. [179]

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

TRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, FLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN Ports.)

THE Steamship

"DELTA,"

Captain C. L. Daniel, carrying His Majesty's
Mail, will be despatched from this for
BOMBAY, on SATURDAY, the 13th
January, 1906, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. "Himalaya," 6,898 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
inveighed from Bombay by the R.M.S. "Egypt,"
due in London on the 24th February, 1906.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th December, 1905.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
DJIBOUTI, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "POLYNESIEN."

Captain Broc, will be despatched for
MARSEILLES on TUESDAY, the 23rd
January, at 1 P.M.Passage tickets and through Bills of Lading
issued for above ports.Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. CALEDONNIEN 6th February.

S.S. SALAZIE 20th February.

G. DE CHAMPEAUX,
Agent.

Hongkong, 9th January, 1906. [11]

Intimations.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.

Intimations.

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

THE following are in Stock:—
PRIME AUSTRALIAN BEEF.
MUTTON, LAMB, PORK AND VEAL.
DAIRY FARM FED PORK.

Australian Oysters, 24 doz.; bottles \$1.00 per bot.	
do 5 " " large bottle.	1.90 per.
do do Schoapper .. 0.50 "	
Bacon, Best Eng. .. 0.75 "	
Bacon, Best Aust. .. 0.70 "	
Corned Meat Extract, 2 oz. .. 0.70 per pot.	
do do .. 1.25 "	
Capons, Dairy Farm Fed (dressed) .. 1.05 each.	
Chickens, do do .. 0.75 "	
Chickens' Livers .. 0.04 "	
Chickens' Gizzards .. 0.04 "	
Chickens, Local (dressed) .. 0.65 "	
Chickens, Wild (dressed) .. 0.75 "	
Geese, Local (dressed) .. 1.50 "	
Hares, Australian 1st Grade .. 1.40 "	
Ham, Best York .. 0.70 per lb.	
Ham, Australian .. 0.65 "	
Brand "Pineapple" .. 0.65 "	
do extra per lb. for Ham (if cut).	0.60
Honey, Best Aust. .. 0.05 each	
Kidneys, Australian Sheep .. 0.05 each	
Oysters, American (large size, in tin) .. 2.50 per tin	
Partridges, Local .. 0.75 each	
Pigeons, Wild (dressed) .. 0.25 "	
Rabbits, Australian 1st Grade .. 0.65 "	
Rice Birds .. 1.00 per doz.	
Sausages, Australian Fritz .. 0.60 "	
Sausages, Own Make (of Australian Meats) .. 0.25 "	
Tongues, Australian Sheep .. 0.20 each	
Turkeys, Choice Australian (plucked) .. 0.70 per lb.	

SPECIAL NOTE.

Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.
Orders for NOON should be sent in by 8.00 A.M. the same day.
Orders for 3.30 P.M. should be sent in by NOON the same day.
Hongkong, 5th January, 1906.

Make your

XMAS

AND

NEW YEAR'S

PURCHASE

FROM

A. CHAZALON & CO.

6, Queen's Road, Central.

Just Received

A Select Assortment of ENGLISH and FRENCH Confectionery from the best makers of London and Paris.

MARONS GLACES
FONDANTS FOURRES
PRALINES
DRAGEES
PATES PECTORALES
NOUGAT
PÂTISSERIES
CRYSTALLISED FRUITS
FRENCH CHOCOLATE
CANDYBURY'S
LOWNEY'S
PETER'S

AT MODERATE PRICES.

ASSORTMENT FRENCH BISCUITS, CHAMPAGNE, PORT WINE, SHERRY, LIQUERS, BRANDY, WHISKY, &c., &c., from the most renowned Houses in France and other foreign countries.
Hongkong, 11th December, 1905.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY	Per Case.
"	\$22.50
"	20.00
WHISKY, PALL MALL	16.75
" JOHN WALKER & SONS' OLD HIGHLAND	20.00
" C. P. & CO'S SPECIAL BLEND	12.50
PORT WINE, INVALIDS	10.50
" DOURO	20.00
SHERRY, AMOROSO	13.75
" LA TORRE	20.00
BENEDICTINE, D.O.M.	16.00
"	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 10th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,500,000 \$250,000 }	\$1,702,728	{ £1 15/- @ exchange 1/101 = \$18.66 67 for first half-year 1905	{ \$895 sales (London 294) \$38 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1905	\$38 buyers
MARINE INSURANCE.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,895 }	\$211,540	\$20 for 1904	6 1/2 % \$320
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$960,000 \$159,215 \$202,455 \$296,955 }	Nil.	\$4 1/2 for year ended 30.1.1905	5 1/2 % 190 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000 }	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 1/2 % Tls. 95
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$40,000 \$331,453 \$1,043,930 \$1,154,384 \$750,000 }	\$2,330,112	\$4 1/2 for 1904	5 1/2 % 1730
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$38,800 }	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 % \$170
FIRE INSURANCE.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$218,093 \$2,241 }	\$329,047	\$6 dividend & \$1 bonus for 1903	8 % \$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,200,505 }	\$360,372	\$34 for 1903	10 1/2 % \$321
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$261,638 \$88,041 }	\$8,832	\$1 for 1904	5 % \$20 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 \$250,000 \$145,376 \$120,000 }	Nil.	\$3 1/2 for year ended 30.6.1905	9 1/2 % \$37 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	{ \$300,000 \$241,150 }	18,044	\$1 for first half-year 1905	8 % \$25 1/2 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £3,000 £3,999 }	£4,435	12/- @ 1/101 = \$6.29 5/16 for 1904	7 1/2 % \$93 sales
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 35,000 Tls. 4,000,000 }	Tls. 43,762	Interim of Tls. 2 for 1905	8 1/2 % Tls. 58 buyers
Do. (Preference)	100,000	£1	£1	{ £100,000 £4,414 }	£107,815	Interim of Tls. 14 for 1905	8 1/2 % Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$50,000 \$24,257 }	\$29	\$1.80 for year ending 30.4.1905	5 1/2 % \$23
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$50,000 \$120,153 }	\$27,231	\$10 for 1904	7 % \$149 buyers
Straits Steamship Company, Limited	5,000	100	100	{ \$100,000 Tls. 98,000 }	11,433	Interim of Tls. 2 for 1905	9 1/2 % Tls. 35 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 195,470 Tls. 28,000 Tls. 81,200 }	11,433	Interim of Tls. 2 for 1905	9 1/2 % Tls. 35 buyers
PEINCHIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 \$110,000 }	\$43,812	Interim of \$10 for 1905	10 % \$205
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$700,000 Tls. 100,000 }	\$85,987	\$3 for 1897	\$25 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	Tls. 62
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 £26,811 }	£13,355	Final of 1/- (No. 5)	Tls. 9 sales
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ none £4,873 }	G. \$672,093	Final of 50 cents making G. \$1 for 1905	G. \$161
Paub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £100,000 £18,110 }	£8,745	No. 12 of 1/- = 48 cents	\$4 1/2 buyers
DOCKS, WHARVES & GODOWNS.							
Farrham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$70,000 }	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 % Tls. 121 ex div.
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	{ \$300,000 \$58,473 \$100,000 }	\$8,577	\$3.75 for 1904 on old capital	\$25 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	{ \$2,000,000 \$41,500 }	\$29,422	Interim of \$2 1/2 for 1905	4 1/2 % \$108 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$2,500,000 \$55,500 }	\$501,332	\$6 for first half-year 1904	8 % \$163
New Amoy Dock Company, Limited	10,000	\$68	\$68	{ Tls. 487,210 Tls. 59,880 }	Dr. 10,260	\$1 1/2 for 1903	7 1/2 % \$17
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 3,200,000 Tls. 17,500 }	Tls. 10,711	Interim of Tls. 6 for 1905	5 1/2 % Tls. 230 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 250,000 Tls. 17,500 }	Tls. 2,762	Tls. 18 for 1904	9 1/2 % Tls. 190 buyers
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$750,000 Tls. 8,000 }	\$9,028	\$2 1/2 for year ended 30.6.1905	9 % \$28
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 8,000 }	Tls. 806	Interim of Tls. 5 for year 1905/6	8 1/2 % Tls. 130 buyers
Central Stores, Limited	6,000	\$15	\$15	{ \$90,000 \$12 }	\$1,502	Final of 60 cents making \$1.80 for 1904	12 % \$15
Do. (Founders)	123	\$15	\$12	{ \$1,845 \$74 }		None	\$100
Do. (New Issue)	24,000	\$15	\$74	{ \$360,000 \$31,087 }		Preferential of 7 per cent for 1904	7 1/2 % \$74
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 \$31,087 }	\$10,126	\$5 for first half-year 1905	6 1/2 % \$150 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$5,000,000 Tls. 20,986 }	\$37,875	Interim of \$3 1/2 for 1905	5 1/2 % \$125
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ Tls. 225,000 Tls. 20,986 }	Tls. 7,202	Interim of Tls. 1 for 1905	15 % Tls. 16 sellers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$200,000 \$200,994 }	Final year	Final of \$6 making \$10	9 1/2 % \$102 1/2
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$500,000 }	\$11,958	90 cents for 1904	7 1/2 % \$13
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 Tls. 828,813 }	\$377	\$3 for 1904	7 1/2 % \$41
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 2,600,000 Tls. 170,000 }	Tls. 40,066	Interim of Tls. 3 for 1905	6 1/2 % Tls. 120 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ Tls. 70,000 Tls. 67,300 }	Tls. 670	Interim of Tls. 3 for 1905	12 % Tls. 45 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ Tls. 772,600 Tls. 100 }	Tls. 725	Interim of Tls. 3 for 1905	6 1/2 % Tls. 115 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 Tls. 100 }	\$1,247	Interim of \$1 1/2 for 1905	6 1/2 % \$56
COTTON MILLS.							
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 750,000 \$30,000 }	Tls. 100,000	Tls. 8 for year ended 31.10.1904	18 1/2 % Tls. 43
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000 Tls. 100,000 }	\$23,264	\$1 for the year ending 31.7.05	7 1/2 % \$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 Tls. 100,000 }	Tls. 18,718	Interim of 3 % a/c 1898	Tls. 40 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 5,658 }	Tls. 10,000	Interim of 4 % a/c 1898	Tls. 54 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 1,000,000 Tls. 500 }	Tls. 22,050	4 % for 1897	Tls. 250 buyers
MISCELLANEOUS.							
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	{ none \$314 }	\$20	None	\$100
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$8,604 \$8,000 }	\$770	1/3 per share for 1904	9 1/2 % \$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$12,000 \$10 }	\$1,182	\$3 for 1904	8 1/2 % \$36
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 Tls. 30,000 }	Nil.	\$1 for 1904	\$10 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 200,000 Tls. 718 }	Tls. 718	Interim of Tls. 5 for 1905	Tls. 20 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$8,000 }	\$3,739	None	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,000,000 \$1,581 }	\$1,581	80 cents for 1904	\$9 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$187,500 \$2,864 }	\$2,864	\$1.25 for year ending 31.7.1905	7 1/2 % \$15 buyers
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$186,000 }	\$95,054	\$2 for 1904	7 % \$39
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$420,000 Tls. 100,172 }	\$7,551	Final of \$1 1/2 making \$2 1/2	10 % \$25 1/2
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ \$300,000 \$50,000 }	\$2,151	\$100 cents for year ending 30.4.1905	6 1/2 % \$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$125,000 \$5,356 }	\$2,796	\$15 for year ending 30.11.1904	7 % \$225
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$50,000 }	\$5,356	Interim of \$4 for 1905	7 % \$35 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$500,000 Tls. 25,000 }	\$11,137	\$10 for 1904	7 1/2 % \$152 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$150,000 \$3,500 }	188	Final of 50 cents making \$1 for the year	7 1/2 % \$13 sellers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ \$250,000 Tls. 528,210 }	\$21,582	Interim of \$5 for 1904	9 1/2 % \$145
Maatschappij tot Mijn. Bosch en Landbouwerij	25,000	Ga. 100	Ga. 100	{ Tls. 19,465 Tls. 100,172 }	Tls. 35,849	4th interim of \$5 for 1904	10 1/2 % Tls. 210 buyers
Mendon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	{ Tls. 350,000 Tls. 100 }	Dr. Tls. 117,638	Tls. 5 for 1902	Tls. 25 sellers
Philippine Company, Limited	67,500	\$10	\$10	{ \$675,000 Tls. 100 }	Dr. P. 553,619	None	\$5 buyers</